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RED, WHITE & SPRUE

Volume 24 Number 1

★ LISMS NEWSLETTER ★

January 2017

Book Review

Flying Wings & Radical Things

In the Box Kit Review

1/72 DFC 194

Seen On Table

Photo Essay

Curtiss P-6E



The editorial staff apologizes that due to technical difficulties and lots of running around we missed the December issue. Nevertheless, a Happy New Year to all!



Next meeting date:
Monday, January 16th
7:30 pm to 10 pm

Levittown Public Library
1 Bluegrass Lane, Levittown, NY

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Model: 1/48 P-51D by Steve Muth
Photo: Steve Muth



Okay we had a really nice Holiday Party! I hope everyone and family had a safe and great New Year start. Now we expect to see everyone building for RepLICon the end of March. We tried to have a club contest in October but there weren't enough model entries to have one. What gives? If we had everyone enter one model each, there should have been 40 models taking space. A model club is a building club,

not a church social, or we could start handing out song books. I don't think you want to hear yourself singing do you?

Our next meeting is Monday January 16th at the Levittown Library. We will have the new LISMS shirts to hand out in an orderly fashion and no rubbishing thru boxes. As you all look at what models and items are being sold by members, I will call your name and hand out your shirt. If you are not there we will hold it for the February meeting.

That brings me to the February meeting. It will be on Monday February 13th because the library will be closed for President's Day. I often wonder why we don't have a LISMS President's Day!? LOL!!! Put this on your calendar and stop sending me e-mails asking. It will be posted on our website as well. What will be in February? A Club Contest that was supposed to be in October! If judges spot errors or point out improvements, adhere to them and fix them up for RepLICon.

The Black Friday purchases were a success and given out at our party. It may not have turned out too successful for you if your wife attended the party and saw your arm full of items. I hope you didn't wind up in too many pieces at home, or didn't spend the night in your car. I learned to keep a blanket in the trunk. Ha!

I have 3 vendors over the holiday week who reserved RepLICon tables. E-mails and letters will be going out the next 2 weeks to remind them. Sending out preliminary info back in the Fall just notifies them in advance so they can prepare their calendars. Yes we will have club tables to sell items. Those who ask me after this newsletter is released, I will know who doesn't read these. That's it for now guys....

Keep our hobby alive and well!

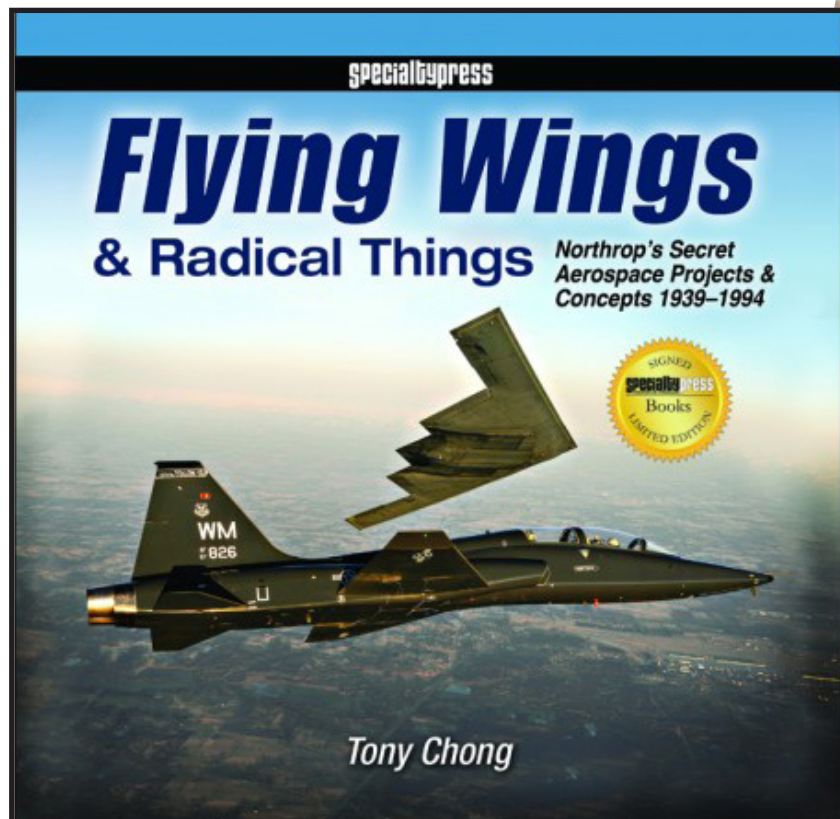
Bob



Flying Wings & Radical Things

by Tony Chung, Published by Specialty Press, HB, 2016

277 pages \$44.95



available. These vary from a paragraph or so to several pages each. There are many good color photos and all is printed on good quality opaque paper.

The material is organized into seven chapters, two appendices, a glossary and an extensive Bibliography. Appendix A is noteworthy as it lists all the N Numbers with a brief description of what it covered. The book has more of a “Term Paper” or Thesis

As a 30-year employee of the Northrop organization, Tony Chung does an admirable job of presenting Northrop’s once secret radical designs. The book is a compendium of their designs presented in Project, or N number order, which is more-or-less in chronological order, starting with N-1 in 1937 and ending with N-400 in 1994. Some of these were aircraft while others were not. N numbers were assigned to engineering or study tasks such as systems, studies, or process development. An example would be N-84 covering the development of the Martin turret for use in the nose of the F-89C Scorpion. This was a nose mounted turret able to elevate and traverse four 20mm cannons. The book gives a description of each project with photos, 3-views and sketches, where

feel than a coffee table presentation. It is not what I would call a modelers book as there are no detailed walk around photos or color profiles. It is more of a historical narrative of the Northrop Corporation. The writing is concise and absolutely a labor of love. There are copious notes at the end of each chapter. For all that, there is considerable space given to the B-35/B-49, the Snark intercontinental cruise missile, the F-5/T-38, stealth and lifting bodies.

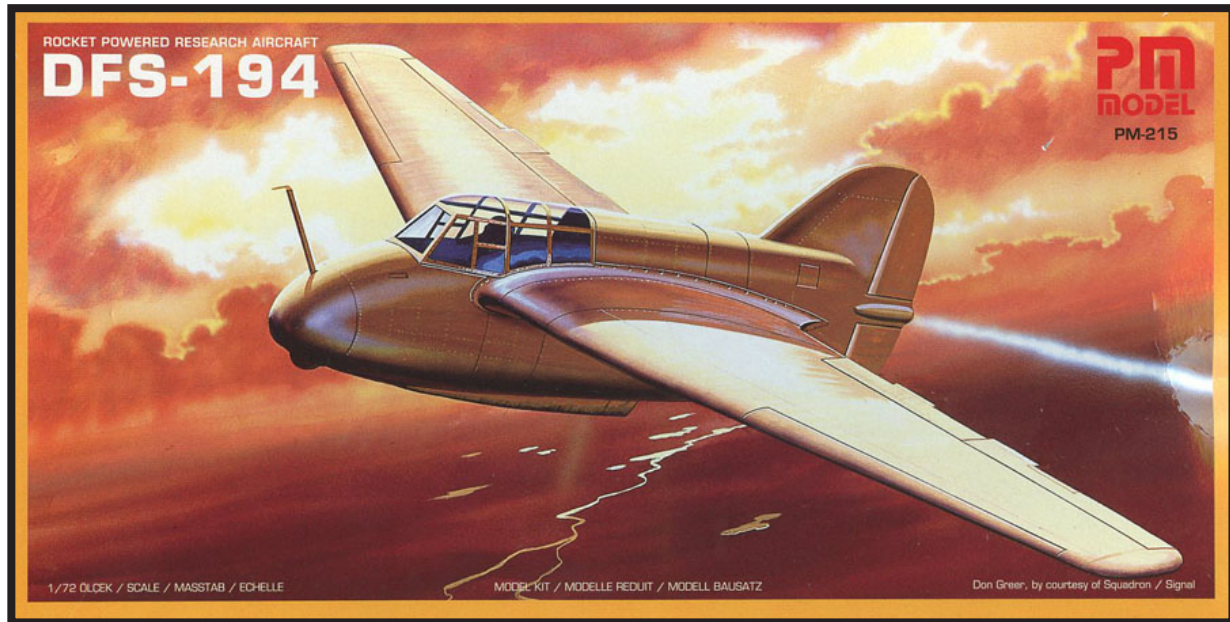
For anyone interested in flying wings and or Northrop this book is a treasure trove of information, drawings and sketches. It is a worthy recording of a segment of our aviation heritage. Recommended with the above caveats. 🛩️



1/72 DFS 194

1/72 DFS 194 Rocket Powered Research Aircraft, PM Model, #215

by Steve Muth



The DFS 194 was designed by Alexander Lippisch as a rocket propelled research aircraft powered by a Walter R I-203 rocket engine mounted in the tail which developed 882 pounds of thrust. During January of 1939 Lippisch and his design team transferred from DFS to Messerschmitt company taking the project with them. The DFS 194 made its first flight during early 1940, reaching speeds of over 340 mph under rocket power. The success of the DFS 194 directly led to the development of the Me 163 Komet rocket fighter.

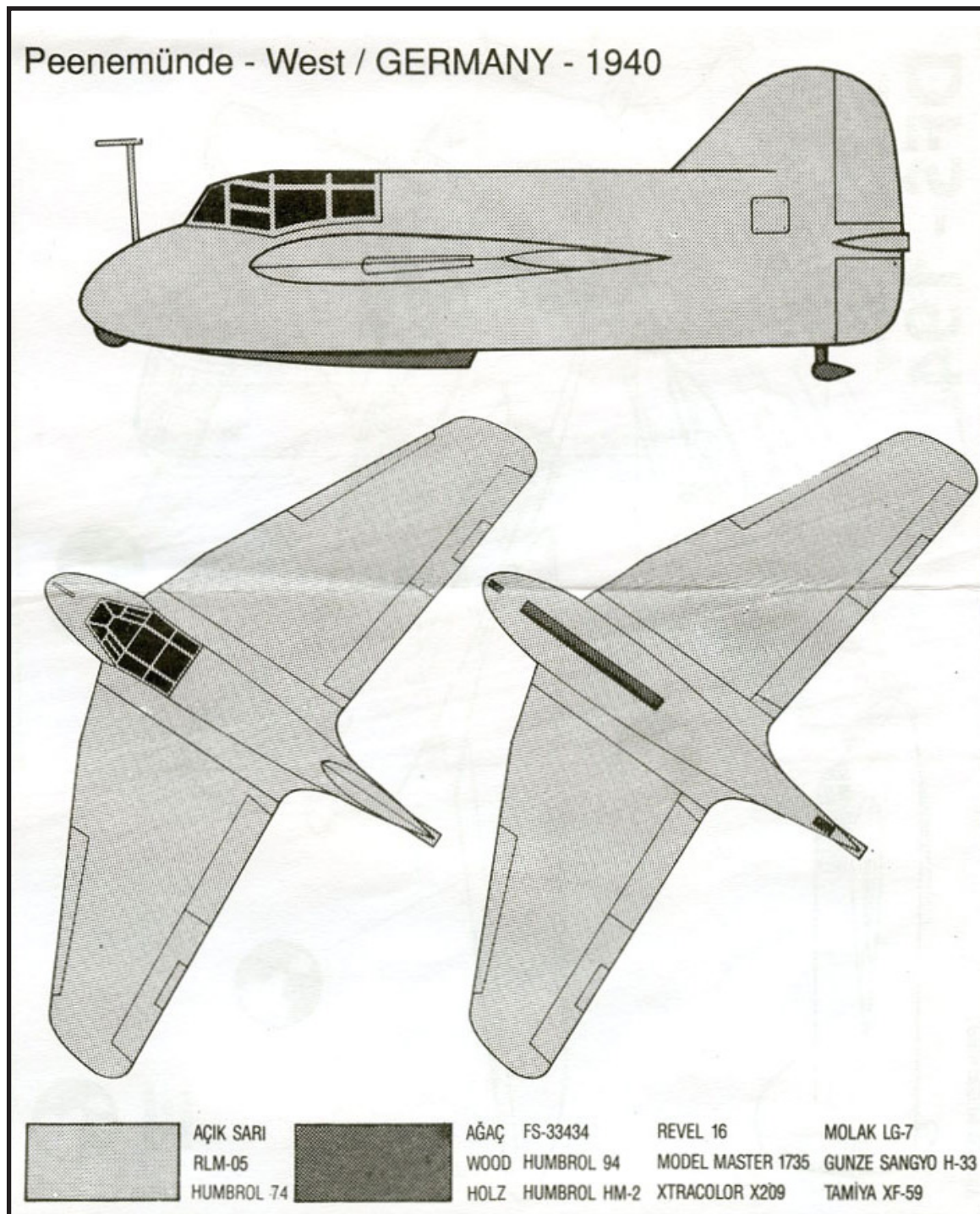
The Kit

I have been waiting for a kit of the DFS 194 for a long time to complete my Me 163 collection (DFS 194, Me 163A, Me 163B, Me 163C and Me 263/Ju 248). I had hoped for a 1/48 kit but this kit, from PM Model in Turkey, will have to do. It is the only game in town. I am sure though that one will be announced shortly after I complete it. As a bonus, it is my kind of kit – 13 parts, including the clear resin canopy. The parts (excluding the canopy) are molded in the ubiquitous gray plastic and look very good with just a touch of flash on the smaller parts,

engraved lines for the control surfaces and access hatches, and a slightly rough surface texture for good paint bite. It is excellent even if it is a cottage industry product. The progress in this segment of the industry is amazing! It even has locating pins and sockets with a tab and slot for the wings. All the sprue gates are very small. There are no decals because the real thing had no markings of any kind. PM provides an instrument panel with recesses for the instrument faces. You/I will have to source these from one of the many aftermarket vendors. The rest of the cockpit is rather bare, consisting of a floor with a molded in seat and rudder pedals, back bulkhead with a head rest, and a control column. The right and left wings are single piece affairs but the trailing edges will still have to be filed or sanded down for a better edge. Some of the small parts, (like the take-off dolly, head rest, tail skid, and seat bottom) have sink marks that will be easy to fill. There are no seat belts (again, after-market parts are easily obtained) or side wall details. The instructions are on one side of a sheet with 3 assembly step sketches and a three-view drawing on the back side. These are simple for the aircraft was overall cream RLM05 and gray for

the main and rear landing skids. There is no information on the internal/cockpit colors But I would guess natural metal or RLM 02 gray. Since it was strictly and experimental aircraft in the '30s without any markings I would lean toward silver overall inside with brown leather head rest and seat cushion.

A nice little kit that should go together quickly. The overall cream makes for an easy paint session. I plan on using it to add to my collection of rocket planes of the third Reich. Recommended if you like things experimental. 🛩️



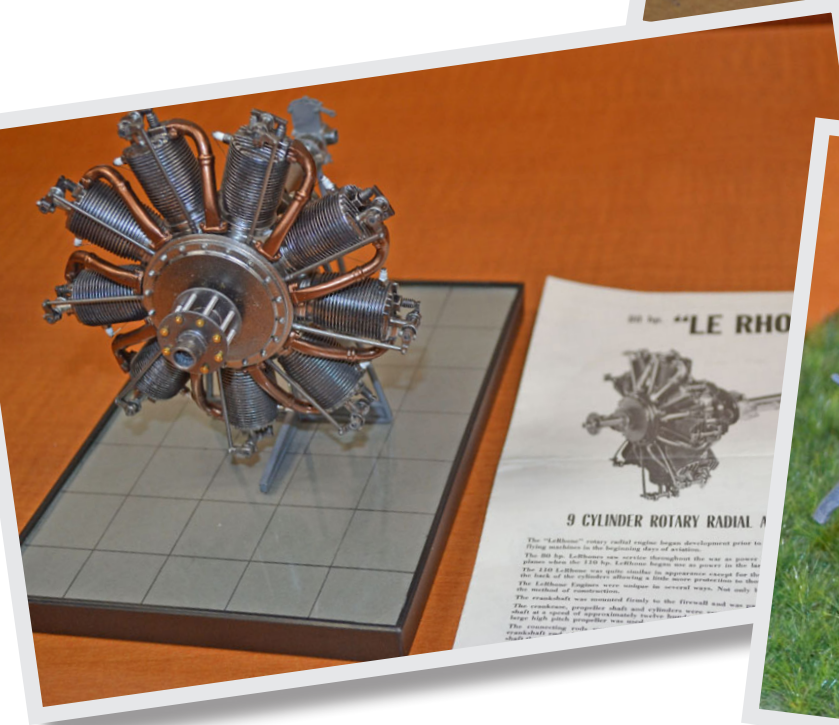


NOVEMBER 2016 SEEN ON THE TABLE

There were 9 models on the table in November. Most were completed and there was nice variety. *Steve Muth*

John Lam's 1/35 T-90A by Meng is a work in process.

Marshall Viozard brought his 1/72 C-119. He had to put it on a box because, while the landing gear was suitably petite he felt it might not support the model.



Matt Kozerski added to his collection of rotary engines with this very nice 80 hp Le Rhone



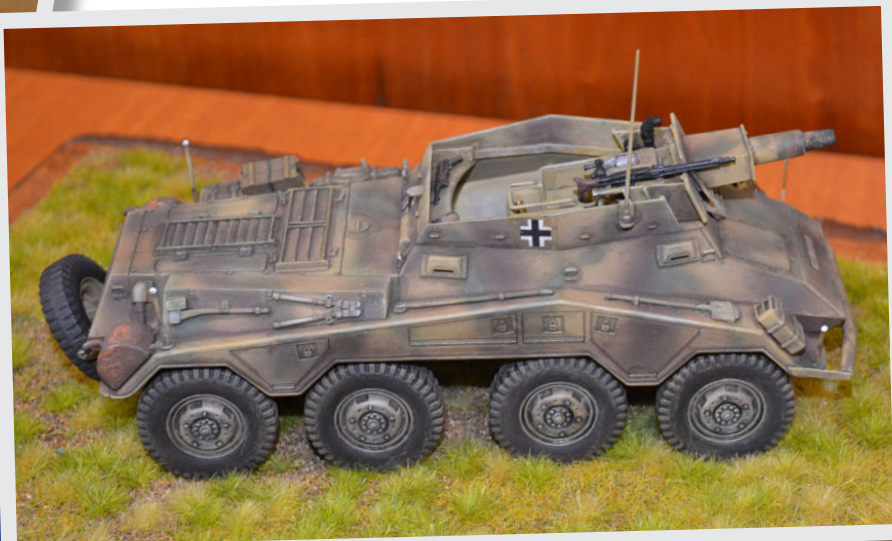
German wood flak ammo trailer in 1/35th scale by Joe Yeager.



*1/35 German soldier
in winter garb.
by Joe Yeager*



*1/35 LCV(P) Higgins resupply boat
at Normandy. By Joe Yeager*




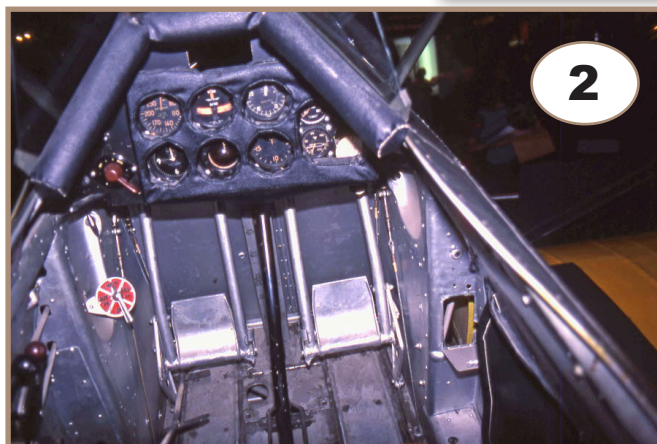
1/35 Sdkfz 234-3 by Joe Yeager.

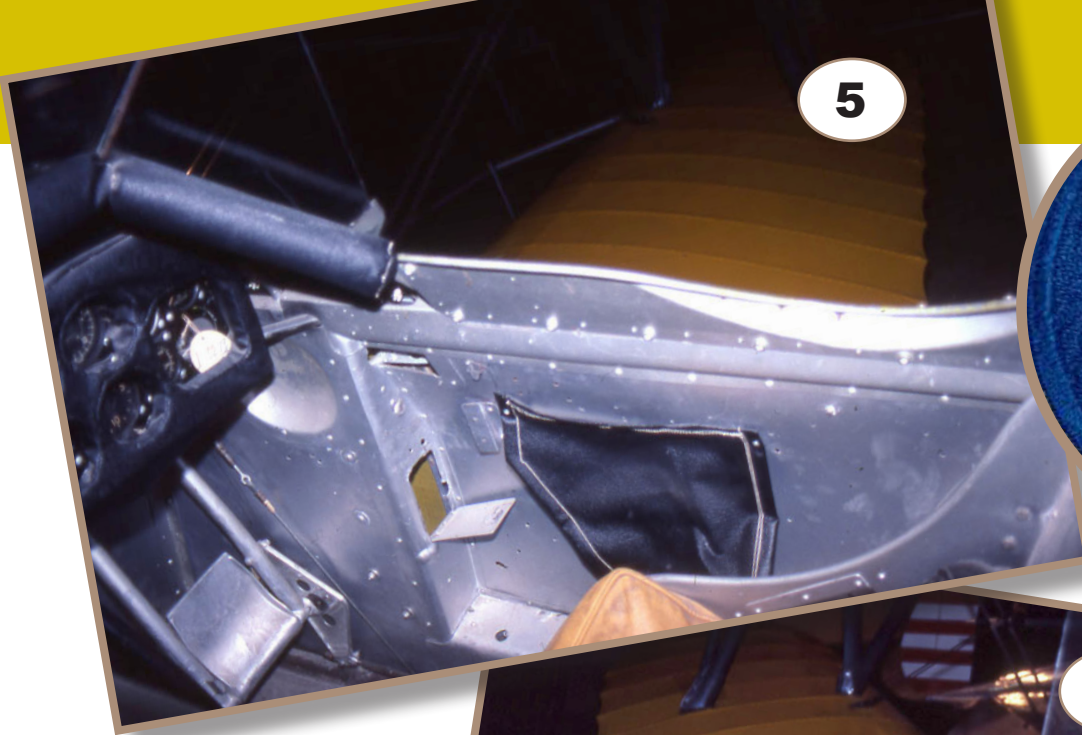


*1/144 Winter Panzer
III by Joe Yeager.*

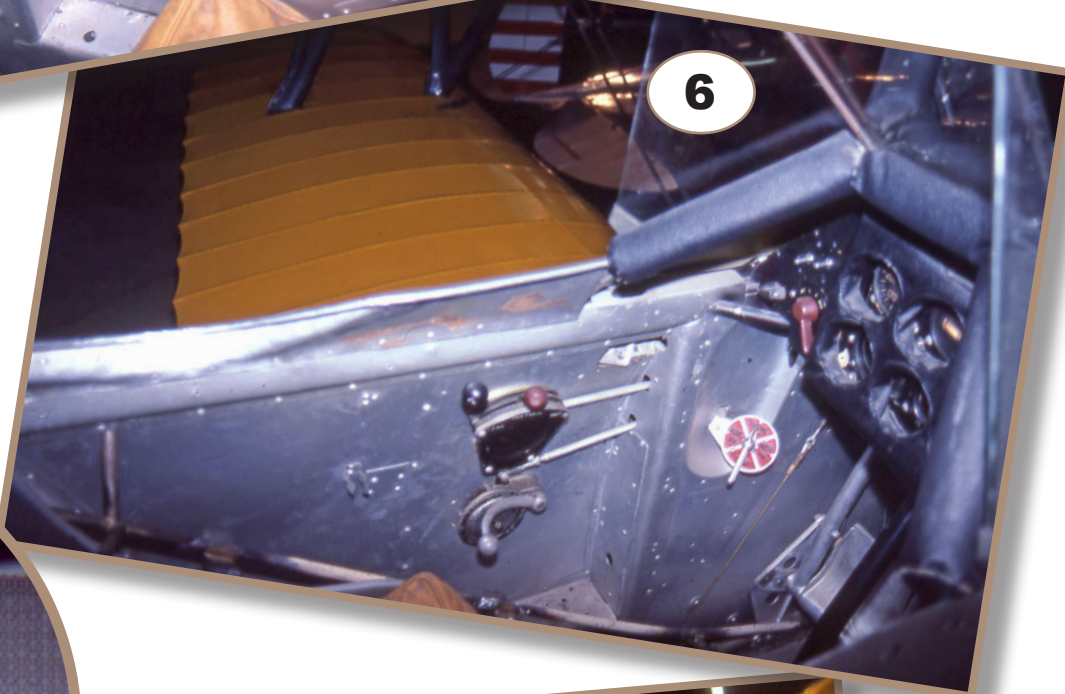


The Curtiss P-6E was one of the last biplane fighters built in quantity for the Army Air Corp. 46 were produced. This P-6E has been restored in the colors and markings of the aircraft assigned in 1933 to Captain Ross G. Hoyt, Commanding Officer of the 17th Pursuit Squadron, 1st Pursuit Group based at Selfridge Field, Michigan. It was donated to the museum by Mr. Edward S. Perkins of Anniston, Alabama and was photographed by the author on December 4th, 1982. 

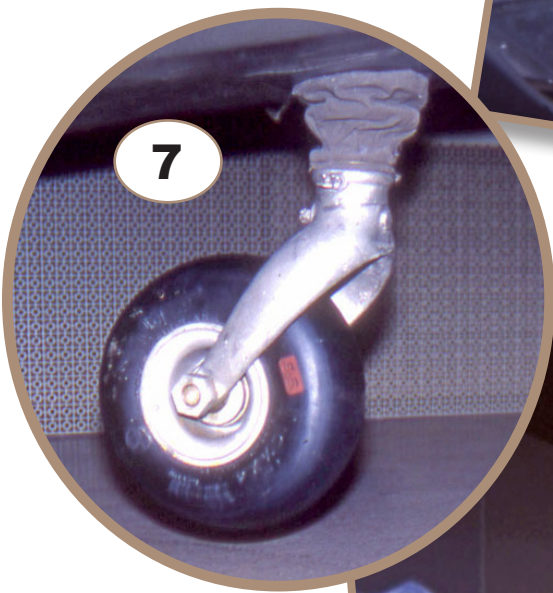




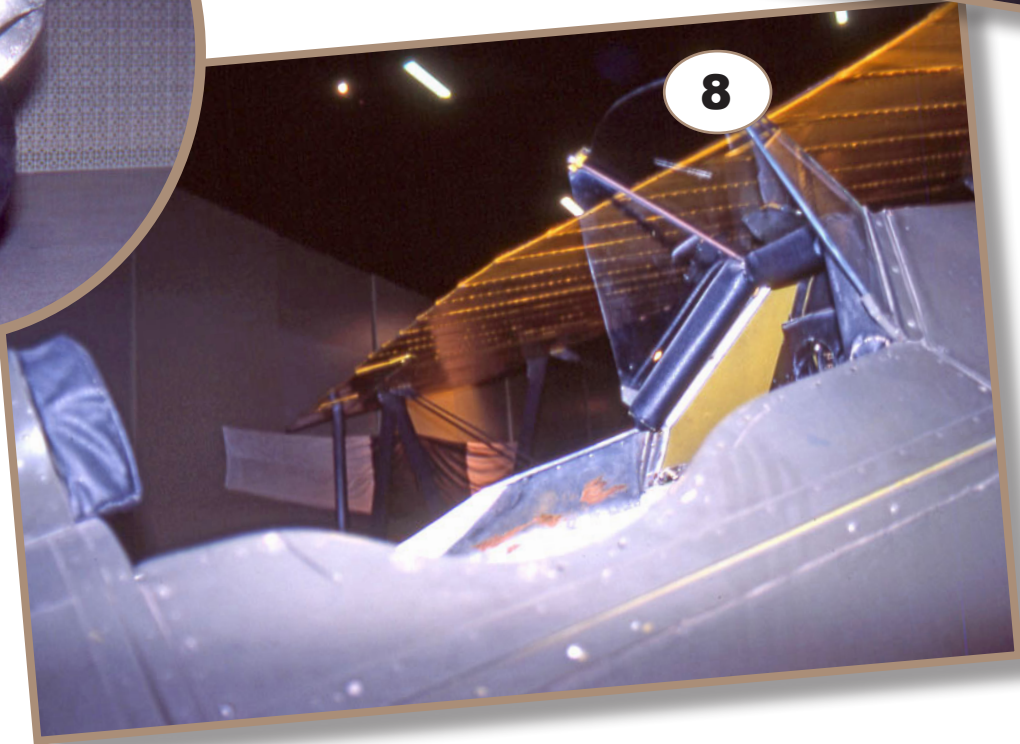
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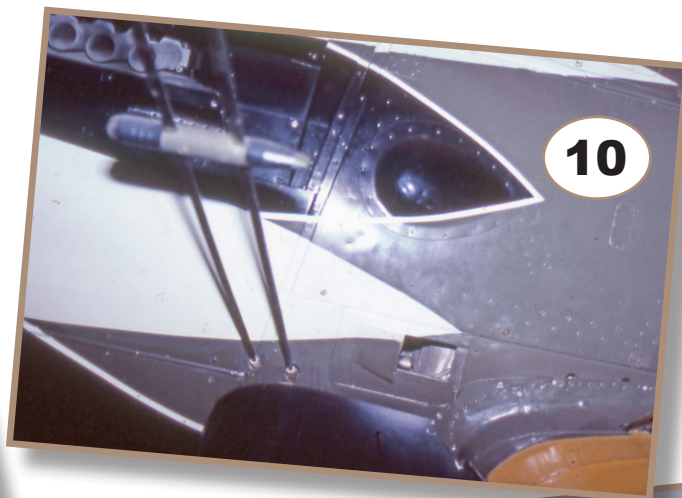
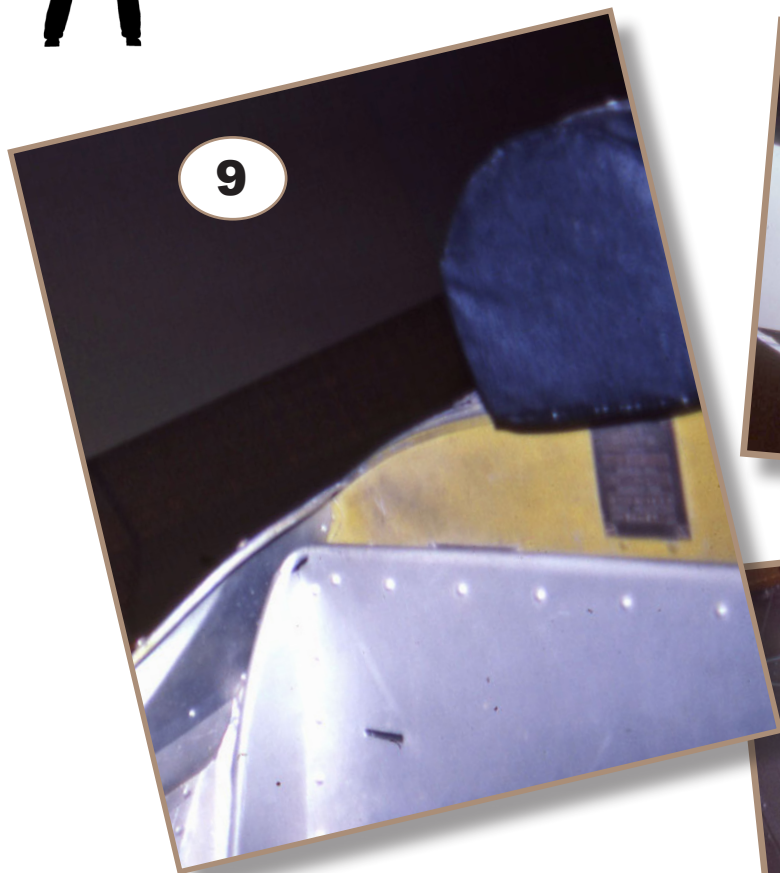
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1. This left front view of the very colorful Curtiss P-6E dramatically shows off its elegant lines.
2. Looking down and forward into the cockpit reveals that the interior is natural aluminum while the instrument panel is padded with what appears to be black leather with instrument cutouts.
3. Looking down at the seat and floor. The cushions appear to be post 1947 due to the stenciling of "U.S. Air Force".
4. Ditto.
5. Looking right forward the map case is shown to be black leather.
6. Looking left forward the throttle quadrant is black and the fuel selector is segmented red.
7. Right front view of the tail wheel. Note the fork is silver while the wheel itself is white.
8. This view of the windshield interior shown the black leather combing and yellow fuselage sheet metal.
9. The head rest is black leather.
10. Left fuselage rigging details.
11. Right fuselage rigging details.



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